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日 八 十 月 六 年 壬 乙

HONGKONG, FRIDAY, AUGUST 7TH, 1925

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TIME-TABLE.

WEEK DAYS

| Stations | Dep. | Arr. | Dep. | Arr. | Dep. | Arr. | Dep. | Arr. |
|---------------|------|-------|-------|-------|------|------|------|------|
| Kowloon | 6.40 | 9.15 | 10.30 | 12.00 | 1.15 | 4.35 | 5.20 | 7.10 |
| Yau Ma Tei | 6.50 | 9.24 | 10.39 | 12.09 | 1.24 | 4.44 | 5.29 | 7.19 |
| Shatin | 7.02 | 9.36 | 10.51 | 12.21 | 1.36 | 4.56 | 5.31 | 7.21 |
| Tai Po | 7.16 | 9.49 | 11.04 | 12.34 | 1.49 | 5.09 | 5.44 | 7.34 |
| Tai Po Market | 7.21 | 9.53 | 11.08 | 12.38 | 1.53 | 5.13 | 5.48 | 7.38 |
| Fanning | 7.33 | 10.03 | 11.18 | 12.48 | 2.03 | 5.23 | 5.58 | 7.48 |
| Shenzhen | 7.36 | 10.07 | 11.22 | 12.52 | 2.07 | 5.27 | 6.02 | 7.52 |
| Shenzhen | 7.42 | 10.13 | 11.28 | 12.58 | 2.13 | 5.33 | 6.08 | 7.58 |

| Stations | Dep. | Arr. | Dep. | Arr. | Dep. | Arr. | Dep. | Arr. |
|---------------|------|------|-------|-------|------|------|------|------|
| Shenzhen | 7.21 | 8.05 | 10.38 | 11.40 | 3.00 | 4.17 | 5.13 | 6.08 |
| Shenzhen | 7.28 | 8.12 | 10.45 | 11.47 | 3.07 | 4.24 | 5.20 | 6.15 |
| Fanning | 7.33 | 8.16 | 10.49 | 11.51 | 3.11 | 4.28 | 5.24 | 6.19 |
| Tai Po Market | 7.43 | 8.26 | 10.59 | 12.02 | 3.21 | 4.38 | 5.34 | 6.29 |
| Tai Po | 7.46 | 8.30 | 11.04 | 12.07 | 3.25 | 4.42 | 5.38 | 6.33 |
| Shatin | 7.59 | 8.43 | 11.17 | 12.21 | 3.38 | 4.56 | 5.51 | 6.46 |
| Shenzhen | 7.58 | 8.42 | 11.26 | 12.30 | 3.50 | 5.08 | 6.03 | 6.58 |
| Kowloon | 8.30 | 9.08 | 11.57 | 12.41 | 3.58 | 5.16 | 6.11 | 7.06 |

SUNDAYS AND PUBLIC HOLIDAYS

| Stations | Dep. | Arr. | Dep. | Arr. | Dep. | Arr. | Dep. | Arr. |
|---------------|------|-------|-------|-------|------|------|------|------|
| Kowloon | 6.40 | 9.15 | 10.30 | 12.00 | 1.15 | 4.35 | 5.20 | 7.10 |
| Yau Ma Tei | 6.50 | 9.24 | 10.39 | 12.09 | 1.24 | 4.44 | 5.29 | 7.19 |
| Shatin | 7.02 | 9.36 | 10.51 | 12.21 | 1.36 | 4.56 | 5.31 | 7.21 |
| Tai Po | 7.16 | 9.49 | 11.04 | 12.34 | 1.49 | 5.09 | 5.44 | 7.34 |
| Tai Po Market | 7.21 | 9.53 | 11.08 | 12.38 | 1.53 | 5.13 | 5.48 | 7.38 |
| Fanning | 7.33 | 10.03 | 11.18 | 12.48 | 2.03 | 5.23 | 5.58 | 7.48 |
| Shenzhen | 7.36 | 10.07 | 11.22 | 12.52 | 2.07 | 5.27 | 6.02 | 7.52 |
| Shenzhen | 7.42 | 10.13 | 11.28 | 12.58 | 2.13 | 5.33 | 6.08 | 7.58 |

| Stations | Dep. | Arr. | Dep. | Arr. | Dep. | Arr. | Dep. | Arr. |
|---------------|------|-------|-------|------|------|------|------|------|
| Shenzhen | 8.12 | 10.38 | 11.40 | 3.00 | 4.17 | 5.13 | 6.08 | |
| Shenzhen | 8.19 | 10.45 | 11.47 | 3.07 | 4.24 | 5.20 | 6.15 | |
| Fanning | 8.23 | 10.49 | 11.51 | 3.11 | 4.28 | 5.24 | 6.19 | |
| Tai Po Market | 8.33 | 10.59 | 12.02 | 3.21 | 4.38 | 5.34 | 6.29 | |
| Tai Po | 8.37 | 11.04 | 12.07 | 3.25 | 4.42 | 5.38 | 6.33 | |
| Shatin | 8.51 | 11.17 | 12.21 | 3.38 | 4.56 | 5.51 | 6.46 | |
| Shenzhen | 8.58 | 11.26 | 12.30 | 3.50 | 5.08 | 6.03 | 6.58 | |
| Kowloon | 9.11 | 11.57 | 12.41 | 3.58 | 5.16 | 6.11 | 7.06 | |

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| WEEK DAYS. | | | | | WEEK DAYS. | | | | | | |
|------------|---------|------|-------|------|------------|-----------|---------|------|-------|------|------|
| STATIONS. | | A.M. | A.M. | P.M. | P.M. | STATIONS. | | A.M. | A.M. | P.M. | P.M. |
| Fanning | ...Dep. | 7.45 | 11.30 | 2.20 | 6.25 | Shataukok | ...Dep. | 6.30 | 10.15 | 1.05 | 5.00 |
| Shataukok | ...Arr. | 8.40 | 12.25 | 3.15 | 7.20 | Fanning | ...Arr. | 7.25 | 11.10 | 2.00 | 5.55 |

| SUNDAYS AND PUBLIC HOLIDAYS. | | | | | SUNDAYS AND PUBLIC HOLIDAYS. | | | | | | |
|------------------------------|------|------|-------|------|------------------------------|------------|------|------|-------|------|------|
| STATIONS. | A.M. | A.M. | P.M. | P.M. | STATIONS. | A.M. | A.M. | P.M. | P.M. | | |
| Fanning | Dep. | 7.45 | 11.30 | 2.30 | 8.25 | Shantaukok | Dep. | 6.30 | 10.15 | 2.05 | 5.15 |
| Shantaukok | Arr. | 8.40 | 12.25 | 4.15 | 7.20 | Fanning | Arr. | 7.25 | 11.10 | 3.00 | 6.10 |

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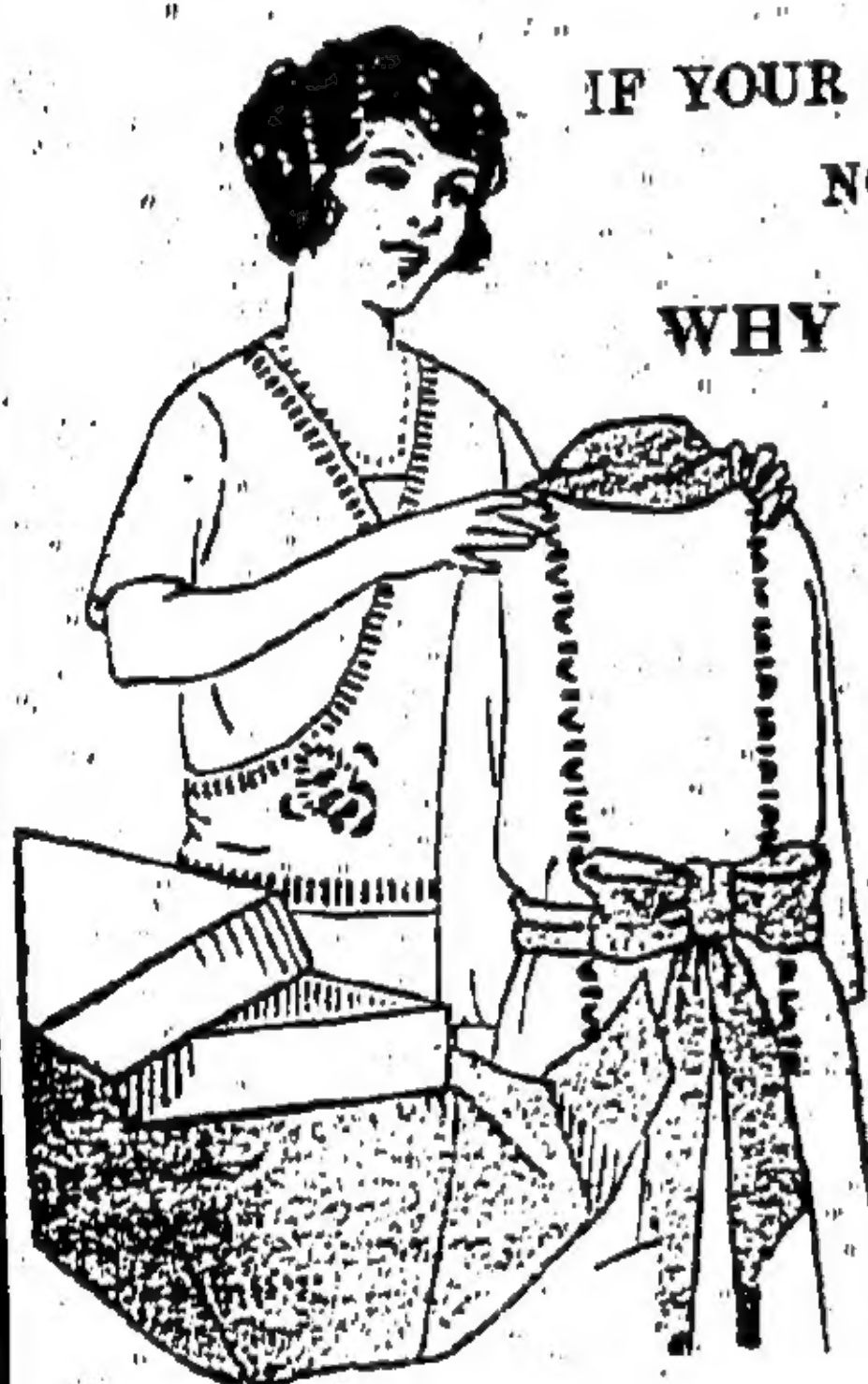


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**STEAMSHIP COMPANY SUED.
EUROPEAN OFFICERS' CLAIMS.
SEQUEL TO INCIDENT AT KONGMOON.**

The unpleasant experience of three European ship's officers of the *Leung Kwong*, at Kongmoon, an account of which appeared in the *Daily Press* recently, was recalled in the Summary Court yesterday morning, before the Puisne Judge (Mr. Justice Wood), when Capt. James R. Wilson sued the Chiat Wo Steamship Company, for \$1,000, for wages due and the value of personal belongings lost.

Mr. G. R. Haywood appeared for the plaintiff and the Company was represented by Mr. D. McCallum.

Outlining his case Mr. Haywood said that there were really two cases. The facts in both cases were identical, but the law applicable to the second case was, he thought, slightly different. The plaintiff was Capt. James Wilson, who had been employed by the Company for the past four years. He was the master of the s.s. *Leung Kwong*, which left Hongkong on July 9th for Kongmoon. On board there were three Europeans, the Master, Chief Officer and Chief Engineer. They arrived at Kongmoon about 8.15 a.m. on the 10th, and here the whole of the Chinese crew deserted, taking with them all the provisions they could find and anything else they could lay their hands on. The Chief Officer endeavoured to get assistance from other craft in the vicinity, but was unable to do so. No sampan would come near the vessel, and the Chinese purser, who was the agent of the Company, came to the Captain and said "Your life is in great danger. The people on shore are very threatening, and you must leave the ship at once." The Captain had down signals of distress and no one had come to their assistance in spite of the fact that there was a British gunboat in the Harbour. The purser managed to get hold of a sampan, and the three European officers left the ship. They were landed and went to the Customs House. They found the crowd very hostile to them, many spitting in their direction. Eventually they returned to Hongkong by another vessel. When Capt. Wilson returned to Hongkong he received a note from the defendants, stating that as the ship had been deserted on the 10th inst. the officers had better call for their salaries up to that date. "When the riot is over," said the letter, "we shall invite you to take charge again if you are required." Defendants denied any liability for further wages, and said that as the Captain had left the ship of his own accord, they would hold him responsible for the vessel.

Capt. Wilson then went into the witness-box and said that he was a Master Mariner at present unemployed. He had been four years on the s.s. *Leung Kwong*, and had been in the employ of the defendants for the past two years. The ship sailed under the Chinese flag. With regard to the Kongmoon incident, when they reached Kongmoon all the hands went ashore, including the purser, but he returned later and told them that there was grave trouble on shore. The Chief Officer shouted across to a British vessel in the Harbour, and asked them to stand by and give assistance if necessary. The reply received was that the vessel was with only half her crew, but was sailing immediately. They were taken ashore in a sampan, and went to the Customs. He did not know whether the purser remained on board or went ashore. He did not see him since.

Mr. Haywood: "Where do you take in provisions, Hongkong or Kongmoon?"—In both places.

When the officers and you left the ship were there any provisions on board?—No. Not to my knowledge.

It is your duty as master to see that the officers are safe?—Yes.

The purser took the place of the commander and was the agent of the Company, was he not?—Yes, he was.

What is the difference in harbour charges between Kongmoon and Hongkong?—Oh, you can lie at Kongmoon for nothing.

Mr. MacCallum: As master of a ship you are monarch of all you survey?—I suppose so.

Do you take orders then from a purser?—He was taking the place of the commander on that particular trip.

Do you take orders from the commander?—Yes.

So far as discipline is concerned?—Oh, no.

When you reached Kongmoon you considered you were in enemy water?—Yes.

Did you consider the ship had been captured?—No. I knew the ship was all right; she is Chinese-owned. Our lives were in danger.

So you deserted her?—I think the owners knew that the crew would leave the boat in Kongmoon.

Were your orders to take her to Kongmoon and leave her there?—No, if they had told me that we would never have gone.

The purser told you your lives were in danger?—Yes.

He told you purely as a friendly act?—No, I think he was in league with the owners to get our money stopped.

He was nice to you?—Yes, a man who wants to do himself a good turn, generally is very nice.

Mr. Thomas A. Nicholas, chief officer, corroborated.

(Continued at foot of next Column.)

**"PHYLLIS" THE PANGOLIN.
H.E. THE GOVERNOR'S GIFT
TO THE ZOO.**

STRANGE CREATURE FROM NEW TERRITORIES.

The London Zoo has just received from the Governor of Hongkong, Sir Reginald Stubbs, a most strange and rare beast, the Chinese Pangolin.

It has never been seen in the Gardens before, and it is more than twelve years since even a remote cousin came there to live for but 48 hours.

It is covered in a dark brown scale armour, which makes it resemble a living four-legged fir-cone, with a white face and chest, and its great fore claws and pointed head reveal the Pangolin as a well-equipped burglar of ants' nests.

Its protection of overlapping scales shows what nature can do with unpromising materials. They are composed of hair-substance flattened and matted into horny plates, until the animal has a suit of mail like that of a Norman knight. In the rhinoceros hair-substance is twisted, matted, and toughened into the characteristic horns, while the same material serves to make the quills of the porcupine.

The Pangolin cannot be fed on ants at the Zoo, but it is showing a most promising appetite when confronted with a mixture of ground meat, milk, egg, and dried ants' eggs.

The pangolin is seldom seen because it is an animal of purely nocturnal habits. The specimen sent to London was caught at Tai Wai, near Shatin, in the New Territories, in May. It was seen to dive into its burrow by a workman employed by the Botanical and Forestry Department. After half a day's digging, the animal was captured, and was sent to Mr. H. Green, Superintendent of the Department, who had it sent to Government House for a fortnight, where it was familiarly known as "Phyllis," and every day was regaled with bananas and rice and anything else that was thought fit for it.

Then His Excellency decided to send the animal to the Zoo, and it was taken home by Capt. Fitzroy, R.N.R., a keen zoologist.

**HANKOW SITUATION.
CHINESE PROMISE TO PROTECT
BRITISH INTERESTS.**

Tupan Hsiao, Yau Nan, of Hupeh, reports that Hu Chun, Foreign Commissioner of Hupeh, is negotiating at Hankow concerning the withdrawal of the British gunboats as well as the foreign marines stating that the Chinese authorities will hold themselves responsible for the effective protection of British life and property in accordance with treaty stipulations.

The British Consul-General, according to an *Asiatic News Service* message from Peking, dated July 29th, agrees to withdraw the armed Indian soldiers from the wharf and godowns of Messrs. Butterfield and Swire at Miaochuwan as desired by the Chinese provided the Chinese officials will furnish him positive guarantees for their safety against mob molestation.

Regarding the payment of compensation for the Chinese killed and wounded on the 11th June, the British Consul-General is of opinion that nothing can be definitely decided on this point without further instructions from the British Legation in Peking.

With regard to the fixing of responsibility for the unfortunate incident on the 11th June, the Consul-General says that the fault does not rest with the Britishers alone as the late arrival of the Chinese soldiers on the scene was also partially responsible for it. Furthermore, the Consul-General says that both sides should give assurances that there must be no repetition of the June 11th incident in the future.

Mr. MacCallum said that so far as the purser was concerned he would never be in a position to discharge a master in circumstances such as existed. The ship, once deserted in the way described, became a total loss.

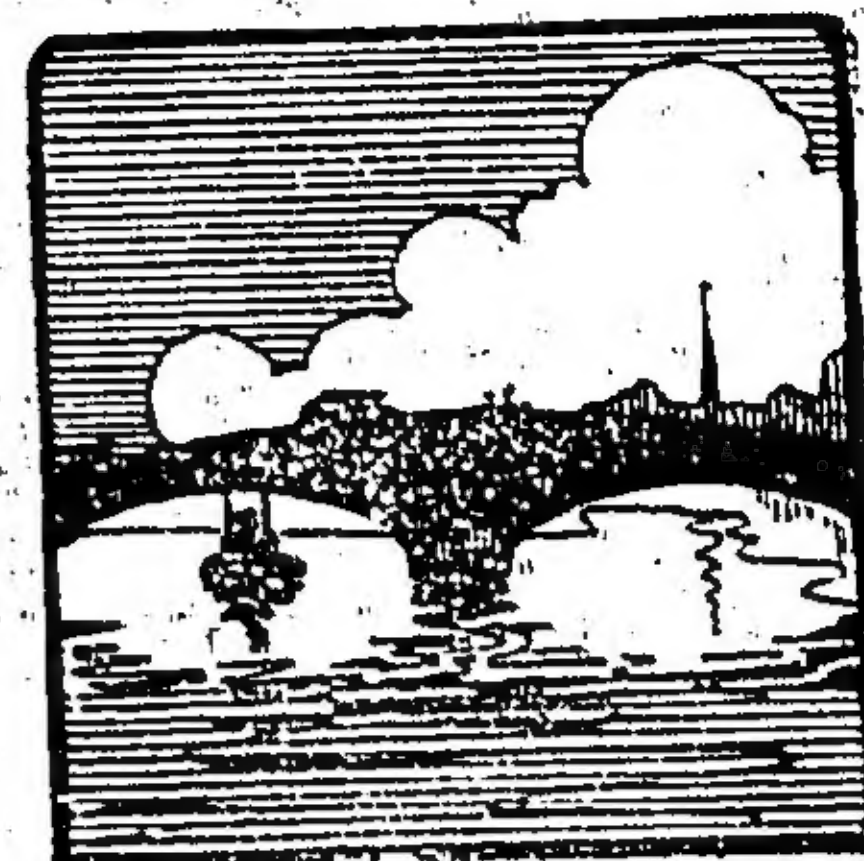
Mr. Justice Wood inquired of Mr. MacCallum whether he intended to quote Sections 157 and 158 of the Merchants Shipping Act in his favour. In his opinion the master was clearly outside the sections.

EVIDENCE OF OWNER.
Ip Kam Ting, the owner, denied that the purser had any authority, and also denied the allegation that he sent the vessel to Kongmoon knowing that the crew intended to desert, in order to save money.

Mr. Haywood asked for time in order to look up the precedents, and his Lordship adjourned the case until noon to-day.

The Chief Officer of the vessel, Mr. T. A. Nicholas, also brought action against the Company, and this case was also adjourned until to-day.

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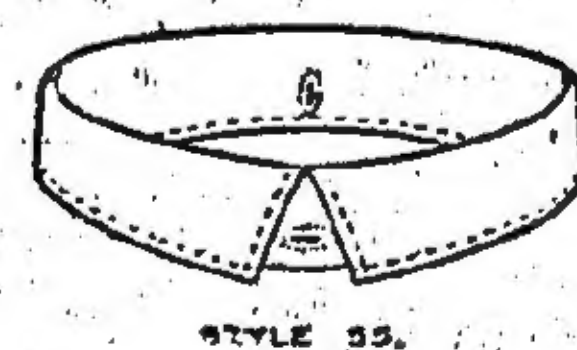
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VERDICT OF THE JURY.

THE CORONER'S SUMMING UP.

The death enquiry, reported in the *Daily Press* yesterday, into the circumstances surrounding the death of a coolie named Tong Fat, who was guarding a P.W.D. steam-roller at the time of the collapse of a wall at the corner of Happy Valley by Koon Ma Terrace and the Young Wo Nursing Home, on June 10th, owing to the flood, and whose body was found in the early hours of the next morning, was continued at the Central Magistracy yesterday afternoon, before Mr. S. R. B. McDermid, sitting as a Coroner.

The jury comprised Messrs. D. Templeton (foreman), C. J. Joseph and A. D. Russell.

Mr. M. W. Lo appeared on behalf of the directors of the Young Wo Nursing Home; Mr. E. S. C. Brooks on behalf of the owners and contractors, the Tong Shan Company; and Mr. Leo d'Almada represented Mr. A. R. E. Raven (partner in the firm of Messrs. Raven and Bastie, Architects).

Evidence was given by Ng Wah and Yee Chop Chung, contractors' foremen; Mr. d'Almada said he wished to put in a report made by Messrs. Little, Adams and Wood four days after the disaster.

The Coroner said he did not think he could accept it. It was late in the day. Mr. d'Almada said he had Mr. P. W. Greene, civil engineer, present, and with all due submission he considered he was entitled to put in the report.

The Coroner accepted the report.

THE SUMMING UP.

The Coroner, in summing up, said: To begin, as regards the duties of the Coroner's Jury in connection with the present enquiry, your duty by law is to bring in a verdict as to the cause of death, and if you consider that there has been a case of any gross or original negligence which has resulted in the death of any person, your duty will be to bring in a verdict of manslaughter. Negligence which has resulted in death, but negligence not amounting to gross negligence, will mean that you will bring in a verdict of death by misadventure. I now propose to read extracts from Halsbury.

"To justify a charge of criminal negligence, it is not sufficient to show mere want of care and caution; there must be gross negligence and want of that diligence and skill which everyone who undertakes the exercise of any particular act or profession is bound to bring in each particular case" (Halsbury, Vol. 20, page 335).

"The law does not require the almost caution that can be used; it is sufficient if reasonable precaution and what is usual and ordinary in such cases be taken" (Halsbury, Vol. 9, page 583).

"A higher degree of negligence is required to convict a person of manslaughter, than to establish civil liability against him. Such negligence must have been the direct and immediate cause of death" (Halsbury, Vol. 9, page 585).

The liability is a personal one, and no one is criminally liable for the negligence of a subordinate unless he entrusts duties to this subordinate knowing the latter to be incapable of trust. That I think is the legal consideration. A rough definition of gross negligence embodies a reckless disregard in which loss of life would result. The custom has grown up in this Colony in matters of public importance that juries, particularly special juries, add a rider to their verdict containing observations or recommendations to prevent similar occurrences in the future.

The facts of this incident in dispute are the exceedingly heavy rainfalls, particularly in Wongsheichong Valley, on the night of June 15th, between the hours of 9 and 12. The water went over the road into the dump. There was a landslide and water went over the bank. The water rose behind the wall which burst and swamped everything below. There was also a collapse of a part of the side of the road or dam of the road. Whether the dam was there or not is not of very great importance, because the water would have gone over at any rate. The wall was not built to act as a reservoir.

I shall now consider the causes. Firstly, there is the flooding of Stubbs Road, and the responsibility of allowing that road to become a watercourse seems to be shared by the P.W.D. officers, those in charge of drainage. This state of affairs existed before this wall was constructed, and but for the wall would not have caused serious damage. I think there is no question of criminal negligence in this respect on the part of those officers concerned.

Secondly, there is the question of the construction of the wall. I think it is likely that you will find the workmanship was bad. The contractor, the architect and I think the P.W.D. Inspector seem to share this responsibility, but even had the work been good, we have the opinion

of several well qualified witnesses that the wall could not have stood. It was not to be expected that the wall was designed to act as a dam. Had the wall been stronger the consequences would have been worse; as the water would have risen to a higher level before it burst through and would have swamped more than it did. Therefore, even if you are of the opinion that there was negligence or even gross negligence in building that wall, I think you must find that such negligence was not the direct or immediate cause of death. I think you must discuss that aspect.

Thirdly, there is the method of filling up behind the wall. There was a great confusion as to what the instructions were. I think the architect was right in assuming that he was not to fill in at all until the wall was finished. Mr. Boothby suggests that filling in should have been done as the wall rose, a practice which is now adopted by everybody. I think there is responsibility both on the architect and the P.W.D. officers concerned in drawing up these plans. According to their instructions, the filling in could not be done until the wall was finished. It is for you to say whether that amounts to criminal negligence.

Fourthly, there is the location of the wall, that is a most serious point. It has been stated in evidence that the Building Authority had great reluctance in approving the plan for this dump. He considered it for two years. It, therefore, must be assumed that it was not a good place, and I think it is up to them to impose conditions to prevent water from reaching the dump. No precautions were taken and no attempt was made to divert the water from this site. I think that the architect was mainly responsible for this. He is particularly

responsible in view of the fact that his workmen had lowered the bank bordering Stubbs Road by wheeling barrows of earth over it to deposit on the dump. This matter seems not to have been thought of at all. It is for you again to say whether there was criminal negligence. I think that finishes the legal aspects, and I should now like to make a few general observations.

GENERAL OBSERVATIONS.

Firstly, there seems to have been some misunderstanding as to the position of Mr. Boothby. I asked Mr. Boothby to draw up a report and also give evidence, and I think the Jury will agree that it is a most valuable report, and of the greatest assistance. Mr. Boothby is eminently qualified to give evidence and is also entirely unconnected with any local interests and is in no sense a Government witness. As to the officers of the P.W.D., I think I should like to make a few observations. I am amazed at Mr. M. Hughes statement that he considered it safe to go on with the work without seeing that measures were taken to prevent water getting on the site. It seems to me that this attitude indicates a want of common sense and co-ordination between the various departments of the P.W.D. One important matter in this connection appears to me to be that it is essential that drawings, for sites, under development, particularly dumps, should be properly considered by an expert in drainage, and adequate arrangements made as the work goes on. This was obviously not done in this case.

Another matter of importance is in regard to the instructions issued to inspectors. More precise instruction should be given as to the quality of mortar and workmanship. Inspector Best gave his evidence in a very straightforward manner, but it is obvious that his inspection of the wall did not do much good. You may wish to make recommendations with regard to this matter.

AN UNPLEASANT FEATURE.

As to the architect, I think the most unpleasant feature of this enquiry is Mr. Raven's view of his responsibilities. His inspection was totally inadequate and futile. When he did go to see the site, he told the contractor that he must do better, but when he went next time and it was not done, he said nothing nor took any action. He says he thinks he fulfilled his responsibilities. If this same view is taken by architects generally in this Colony it is paving the way to a series of disasters of which this is a minor one. I think steps should be taken to correct this impression of the duties of an architect. Section 7 of Ordinance No. 1 of 1903, authorizes that a list of architects be kept, but it does not provide for the removal from that list of persons who, by their actions, show that they are a public danger. You may wish to suggest an amendment to that section.

Another important consideration is the continuance of the building of this wall in view of the revelations as to the quality of work. Is it safe to go on? Some say that it is. I should like to refer to Mr. Boothby's non-committal attitude in paragraph six of the report.

"The cement mortar, the proportions of which are indicated on sheet 2 as one in six, is a very inferior quality; the aggregate appears to be soil found in the vicinity. The joints in the rubble are large and many voids are not filled in with mortar. The cement concrete in the hands passing through the wall is of inferior quality owing to poor mortar; no proportions of the concrete are indicated on the plan but the aggregate is of broken granite."

"This wall was not designed as a dam to retain water," but as a surcharge retaining wall. As the collapse occurred before it was fulfilling the duty for which it was constructed, it is not pertinent to this note to comment upon its stability in that respect. No doubt the design and purpose of the wall are common practice in the Colony, but it is the opinion of the writer that most engineers would consent most reluctantly to the location of such a wall in the head of a steep valley, and would, if allowing it, take the greatest precautions to ensure the best workmanship and materials and insist upon adequate safeguards against accidents during construction."

These conditions were not complied with. You may remember I asked Mr. Boothby a question about materials. It seems to me personally that in view of the bad workmanship it is very necessary to take more precautions than have been taken up to date, in examining foundations before any more is done, such as drainage of the area had inspection of foundations. You may wish to make recommendations with regard to this. In another enquiry that I am conducting we have seen that the retaining wall was standing on disintegrated granite, where percolating water reached the foundations and deteriorated the granite.

Then there is the question of retaining walls generally. It has been recommended by Mr. Wright and Mr. Boothby that the Public Health and Buildings Ordinance requires amendment with regard to the building of retaining walls. I think it is very desirable that some such recommendation should be made.

Finally, your verdict will be in accordance with the medical evidence. You will state the cause of death, and if there is criminal neglect, but if not a verdict of manslaughter, but if not a verdict of death by misadventure. It will be of particular advantage if you will add any rider by way of comment or recommendation which you may consider desirable for the prevention of similar occurrences in the future. I do not intend you should be restricted to the suggestions I have put to you, or that you should necessarily adopt any of them.

THE VERDICT.

The Jury retired at 3.50 and were absent an hour and 15 minutes. On returning their verdict was—

We find that deceased, Wong Fat, met his death by misadventure from bodily injuries, in accordance with the medical evidence submitted. In view of the fact that the Coroner's summing up covers the whole question, which we as jurors have to decide, we entirely agree with the same and desire to add the following rider—

1.—The Public Health and Buildings Ordinance, in so far as it covers the development of sites and the construction of retaining walls, needs immediate amendment. Such amendment should be the enforcement with regard to retaining walls, of specific statements of the materials to be used and the plans drawn up to be submitted to the Government. Further, each retaining wall should be judged on its own merits, and judgment should be solely in the hands of the Director of Public Works.

2.—There should be more co-ordination and co-operation between the Building Authority, the drainage engineers and the executive engineers than appears to exist at present.

3.—With regard to the development of sites and for the prevention of land slides through such developments we are strongly of the opinion that the question of drainage is a most vital one, and in consequence large development plans must be submitted to drainage engineers before work is started, the responsibility to rest with the architect in charge.

The architects deserve censure for the attitude adopted by them in regard to their responsibilities.

5.—The P.W.D. overseer in charge deserves censure for failing to report to his superior officer such a case of inferior workmanship.

6.—We consider that the work should cease on the retaining wall until the Director of Public Works is assured that there is proper drainage, and other arrangements are made so as to prevent a recurrence of such a disaster.

The Coroner: Well, gentlemen, I think the community owes you a debt of gratitude for the great trouble and care you have taken in this investigation. I know myself you have put in a great deal of work, and I shall have much pleasure in forwarding these recommendations to the proper authorities.

In our report of this enquiry yesterday Mr. E. Newhouse, was inadvertently described as an "Assistant Engineer, P.W.D." Mr. Newhouse's official position is "Executive Engineer in charge of Drainage" and "Drainage Authority".

ANTI-STRIKER STONED.

SEQUEL AT THE CENTRAL MAGISTRACY.

The two Chinese, who were charged before Mr. R. A. D. Forrest at the Central Magistracy last week with intimidating a street orator while he was delivering an anti-strike speech at a meeting held at Hillier Street on July 29th, under the auspices of the Labour Maintenance Society, again appeared before His Worship yesterday. In addition, they were charged with disorderly conduct.

One of the defendants, Sam Choi, an accountant of the Kwong Sang Co., was defended by Mr. C. A. S. Russ, and the other, Wong Chuen was defended by Mr. C. H. Lyson. The prosecution was conducted by Mr. T. H. King (Director of Criminal Investigation).

There were a large number of witnesses for the prosecution and the defence in both cases.

Kong Kit Ting, the complainant, stated that he was a British subject and conducted a business in the Colony. He had recently been appointed by the Trade Maintenance Association to give anti-strike lectures. On the evening of July 29th he lectured in Hillier Street. While he was lecturing some small stones were thrown at him and he was hit six times, but was not hurt. He did not see the men who threw the stones because there were about 200 persons in the crowd. He continued lecturing and having finished went to the Tung Hing shop to return the stool, which he had borrowed.

When he was at the door of the shop he overheard someone saying "These stone-throwers are unreasonable because you are helping us to get work." Continuing, witness said that he so appreciated this remark that he began to lecture again. No sooner had he begun, than a shower of stones and sand fell on his head. He reported the occurrence on his return to the headquarters of the Trade Maintenance Association.

The following evening he again went to Hillier Street. He went to the Tung Hing shop and asked for the loan of the stool, but it was some time before it was given to him. That night detectives had accompanied him. As soon as he began to speak, a quantity of sand was thrown at him. He continued speaking and a little later, more stones were thrown at him and he was hit in the forehead. He did not see the persons who threw the stones.

In reply to Mr. Russ, witness said he did not know that the first defendant was a salesman and shroff in a Chinese company in Bonham Street. He did not know defendant at all.

Loa Choi, a member of the Workers Maintenance Association, said he was instructed to go to Hillier Street on July 29th with Mr. Kong. Ten other folk accompanied him. He was standing in the crowd when he saw the first defendant throw a handful of stones at the lecturer and then run away. He (witness) gave chase and caught him.

EVIDENCE FOR DEFENCE.

After further evidence had been given for the prosecution against Sam Choi, regarding his arrest etc., Mr. Russ called evidence for the defence. Several witnesses stated that the defendant was a respectable merchant and did business with the Tung Hing shop. He bore a good character and had been in the Colony for very many years and they did not think he would throw stones at a speaker.

Mr. Russ submitted that it would be very unfair to convict his client on the slight evidence tendered by the prosecution. The witnesses for the prosecution were not consistent in their story. One witness had stated that he saw Sam Choi standing beside him during the meeting and then jump back three yards, while another witness stated that he saw Sam Choi come out of a barber's shop. Barber shops seemed to be strongly suspected and he, Mr. Russ, argued that it was a case of mistaken identity. "I don't think," concluded Mr. Russ, "even an American missionary would convict on evidence like that."

This concluded the case against Sam Choi.

His Worship decided to hear the case in which the other defendant is concerned this afternoon, and Mr. Lyson intimated that he would keep all he had to say until this case came on. His Worship decided to deliver judgment in the case of Sam Choi when he has dealt with the case against Wong Chuen, and accordingly adjourned both cases until this afternoon.

SAILORS' HOME TRAGEDY.

EX-SHIPMASTER'S GHOSTLY END.

The death occurred on Tuesday night under tragic circumstances of Captain W. K. Richardson, an inmate of the Sailors' Home, and formerly Captain of the s.s. *Confucius*. He was 50 years of age.

Early on Wednesday morning deceased was found dead in bed, death being due to loss of blood consequent on the severing of an artery in the right leg. The bed-clothes were saturated with blood.

The wound had been ineffectually bandaged with a piece of cloth. On the floor were found two soda-water bottles, with their necks broken off.

Arrangements for the funeral are being made by the police.

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CABLES.

LATEST CABLES.
THROUGH REUTER'S AGENCY.CAMPAIGN IN MOROCCO.
TEXT OF PEACE PROPOSALS TO
BE PUBLISHED.

A FAR REACHING SCHEME.

Paris, August 6th.
Le Matin announces that the French Government intends to publish shortly the entire text of the Franco-Spanish conditions for peace with Abd el Krim.

France awaits Spain's consent.
According to Le Matin, the French scheme entails a pact of security, terms of which M. Briand will discuss with Mr. Austen Chamberlain. It contains four parts—a Riff and Rhine pact and Franco-German, German-Polish and Germano-Czechoslovakia treaties of arbitration.

The four parts should be accepted and signed the same day by the powers concerned.—Herald.

OFF TO NEW ZEALAND
AMERICAN FLEET'S FAREWELL
TO SYDNEY.

Sydney, August 6th.
There were remarkable scenes of enthusiasm at the departure of the American Fleet for New Zealand.

Numbers of sailors shouted to the crowds on the pier and foreshore. "We shall come back," "Aeroplane circled overhead, and bands played the British and American anthems.

FAREWELL MESSAGES.

Melbourne, August 6th.
Admiral Coontz and the Rt. Hon. Stanley Bruce exchanged farewell messages in the eve of the departure of the American Fleet.

Admiral Coontz says that the welcome exceeded his fondest anticipations, and adds: "In all my experience, I have never seen such an outpouring of friendship and kindness."

Mr. Bruce says: "The visit has forged a link which will never break."

RUBBER PRODUCTION.

ASSESSMENT TO BE RAISED IN
SOME INSTANCES.

London, August 6th.
The City Editor of The Times, in giving further particulars of the assessment of the standard of rubber production, referred to in a Colonial Office statement, says that for certain estates this will be raised from 400 lbs. to 500 lbs. per acre.

The companies affected will thus be able to increase the output 25 per cent.

BANK OF ENGLAND.

LOWER DISCOUNT RATE IS QUITE
A SURPRISE.

London, August 6th.
The Bank of England discount rate has been reduced to 4 per cent.
The reduction is due to the satisfactory gold position. It was very unexpected on the Stock Exchange and the markets are showing an all-round improvement.

EARLIER CABLES.

THE GOLD STANDARD.

APPROPRIATION BILL PASSES
SECOND READING.

London, August 5th.
After a vigorous defence of the gold standard by Mr. Winston Churchill, the House of Commons has passed the second reading of the Appropriation Bill.

Mr. H. B. Lees-Smith attacked the return to the gold standard as premature, and blamed it for the increasing unemployment. He complained that there was no decrease of internal prices to correspond with the increase of external prices. "Everybody knows that the Australian Government was told to raise money in New York, not here."

Mr. Churchill said that no responsible party had challenged the principle of the gold standard. "If we had not taken this action, the rest of the Empire would have taken it without us, and come to a gold standard not of the pound sterling but of the dollar."

SOLID FACTORS.

Among the "solid, remarkable factors" to be considered as consequences of the gold standard, Mr. Churchill mentioned that capital issues for domestic purposes in the first six months of 1925 exceeded by more than double the similar issues in the first six months of 1924. Sterling had recovered parity with the gold dollar and established the equilibrium of the Australian and South African currencies. The Bank of England's gold had increased by 7 to 9 millions and the general money rate had eased.

The general tendency in foreign countries towards stabilisation had increased. For instance, India could now consider a sterling rate at which to stabilise the rupee.

He added that a coal subsidy was very objectionable, but was greatly preferable to a veiled subsidy on exports.

BRITISH COAL SUBSIDY.

VOTE OF TEN MILLION POUNDS
TO BE ASKED.

London, August 5th.
The Government will to-morrow ask the House of Commons to authorise a coal subsidy of £10,000,000 covering the period to March 31st next.

GOVERNMENT MEMORANDUM.

An explanatory memorandum on the terms of the coal settlement has been published. It says the enquiry should be completed in good time before May, 1926, and points out that while the Government's assistance will enable more pits to work and more men to be employed than if the 1924 agreement continued without assistance, and would enable the industry to work at the same costs, prices and scale as if the coal owners' proposals had been carried out, it provides no guarantee that all pits will work, or that the pits already closed would be reopened. "Better trade will automatically diminish the amount of the subvention, while a worsening of trade would mean that the subvention, though at a higher rate, will be protected from an indefinite increase by being restricted to a smaller number of pits and result in the closing down of unremunerative pits."

ADEQUATE SAFEGUARDS TAKEN.

The Government have satisfied themselves that they are adequately safeguarded against the possibility of the amount of the subvention being improperly increased by an undue lowering of prices of by charging against the Exchequer expenditure upon equipment, development, etc., which was not properly chargeable to revenue costs.

The memorandum concludes that, after surveying the whole position and with all reserves for incalculable factors, the Government has decided to ask Parliament at present to vote ten millions, and if this is insufficient, further authority will be sought from Parliament.

FRENCH WAR DEBTS.

BRITISH GOVERNMENT SEEKS
SETTLEMENT.

London, August 5th.
In the House of Commons, replying to questions, the Hon. Walter Guinness said that official negotiations as regard the French war debt had begun on July 27th. The French experts had returned to Paris to consult their Government. Mr. Guinness presumed that the negotiations would be resumed in due course.

"His Majesty's Government felt convinced that the time has come when this question should be brought to a conclusion." (Cheers).

DANGEROUS DRUGS.

BILL PASSES THIRD READING
IN COMMONS.

London, August 5th.
The House of Commons has passed the third reading of the Dangerous Drugs Bill, already passed by the Lords.

EVACUATING GERMANY.

MORE WITHDRAWALS ORDERED
BY AMBASSADORS.

Paris, August 5th.
The Conference of Ambassadors has passed a resolution requesting the inter-Allied Military Commission to instruct the military forces in the occupied area to evacuate Düsseldorf, Duisburg and Ruhr.

PRINCE OF WALES.

St. Helena, August 5th.
His Royal Highness the Prince of Wales has sailed from here aboard H.M.S. Repulse.

LIANG SHIH YI.

FIRMLY REFUSES PREMIERSHIP.

An *Asiatic News Service* message from Peking dated July 19th states that according to reliable information, Mr. Liang Shih Yi has definitely declined the offer of Marshal Tuan Chi Jui to organize a cabinet. Interviewed, Mr. Liang declared that under the provisional Chief Executive, there is no necessity for a responsible cabinet as Marshal Tuan always presides in Cabinet Meetings, playing the rôle of a Prime Minister, and that at the present moment, financial and diplomatic questions are more important than domestic administration.

Mr. Liang is of the opinion that as the Chinese citizens representatives conference will be convened in October, the form of Government should be solved by the coming conference. Thus, notwithstanding the earnest request of General Yang Yu Ting, Chief of Staff to Marshal Chang Tso Lin, ex-Premier, Liang firmly refuses the premiership.

Owing to the sudden departure of General Yang for Tientsin where the Fengtien leaders are holding an important conference for tackling the developments in Shensi and Anhui provinces, the question for the formation of a Liang Shih Yi cabinet is still not settled yet. The most interesting point is that the formation of a Liang Shih Yi cabinet was actually proposed by Marshal Tuan and not by Marshal Chang as was reported in the press.

FAR EASTERN CABLE
NEWS.

THROUGH REUTER'S AGENCY.

BRITAIN AND CHINA.

SITUATION IS EXPLAINED BY
EARL BALFOUR.

London, August 5th.

In the House of Lords, Lord Gosford, asking the Government to make a statement with regard to the situation in China, emphasised that every part and class in Britain would welcome the development of a strong and prosperous and united China. He paid a tribute to the devotion of the small British communities in China. Every Englishman, in England or China, deeply deplored the suffering caused to the Chinese. He appealed for a prompt fulfilment of the Washington Conference obligations as a proof of our good faith and good-will. He was of opinion that the Chinese would find the means to appoint a Chinese delegation representing the whole country and fulfil its obligations. He concluded by urging the appointment of a British statesman of world reputation as a Special Commissioner to China.

Lord Balfour, in reply, dwelt on China's lack of a real Central Government, and the internal troubles, which he emphasised were not due to any foreign action. The Chinese had been masters in their own house, and no substantial portion of responsibility for China's present unhappy position fell on foreign countries, and certainly did not fall on any British Government. He thought that there was no clear policy for Britain that would directly go to the root of the evil. China alone could bring about that change in her political situation which would give promise of happier relations between China and the rest of the world. All that we could do was to do our best to mitigate the situation.

Lord Balfour expressed his indignation at the flood of absolutely unfounded calumny which was poured out upon Britain with regard to industrial conditions in China, perhaps from ignorance and prejudice, but he feared "also from deep projects intended not to help the Chinese but to injure the British."

CHINA'S OWN SALVATION.

Lord Balfour emphasised that the Government desired a judicial and public enquiry into the Shanghai trouble as soon as possible which would command the confidence not merely of other countries but of China herself. He hoped that a conference arising from the Treaty of Washington would meet soon, and he emphasised that delay in that connection was not due to Britain which had ratified the Treaty immediately after the conference. He also emphasised the difficulty caused by the chaos in China, but hoped, nevertheless, that the conference would be fruitful of good results. It was impossible for us to delay carrying out the Washington obligations with a view to relieving or modifying old Treaties in such manner, as if they were properly used, they would be of infinite benefit to China and its allies. He emphasised British sympathy and good-will towards China. We would do everything we reasonably could to help the Chinese help themselves, but China must work out her own salvation and Central Government which would secure the ordinary requisites of civilisation before anything that the Treaty Powers could do would really produce a great or permanent effect.

STRONG INITIATIVE NEEDED.

London, August 6th.
Commenting on the debate in the House of Lords, the *Times* urges Government to take a strong initiative in China in defence of British interests, which have already suffered to the extent of several million pounds not counting the personal indignities to humanitarian workers who have no material aims.

The paper concludes from Earl Balfour's remarks that Government's policy at present is rather of a formal character and says: "Let us have a clear definite plan; it is a grave disservice to Britons in China to suggest that the policy of their Government is a form of dillying with a problem that hardly appears soluble."

SHANGHAI MIXED COURT.

RENDITION IS LIVE ISSUE IN
PEKING.

Peking, August 6th.
The Foreign Relations Committee is reported to be interesting itself in the question of the rendition of the Mixed Court in Shanghai.

The subject was discussed at a meeting yesterday, as a result of which the Ministry of Justice has been requested to furnish all documents bearing upon the matter.

IN BANDIT HANDS.

DR. HOWARD REMAINS IN GOOD
HEALTH.

Peking, August 6th.
Although no official news of the whereabouts of Dr. Howard, who was captured by bandits when Major Morgan Palmer's ranch was raided and the owner killed on July 28th is to hand, reports have been received indirectly through Harbin. They indicate that he is well and in good spirits.

THROUGH REUTER'S AGENCY.

SITUATION IN NORTE.

QUESTION OF BOYCOTT IN
HOUSE OF COMMONS.

London, August 5th.

In the House of Commons, replying to Mr. Foot Mitchell, Mr. McNeill said that he had no information that the Chinese Chamber of Commerce in Shanghai had pledged itself to continue the anti-British boycott for a year. Everything possible was being done to expedite a judicial commission of enquiry into the Shanghai disturbances.

AMERICAN RESERVATIONS.

London, August 6th.

The diplomatic correspondent of the *Daily Telegraph* attributes the delay in the joint declaration to the Peking Government, on the subjects of the Customs Tariff and Extra-territorial Rights, to delays in obtaining the endorsement of all the Treaty Powers to the drafts drawn up by the American, Japanese and British Governments.

There is also a set of American reservations, equivalent to new suggestions, the tone of which is more flattering to the Peking Government than the earlier draft.

THE NANKING INCIDENT.

Peking, August 6th.

Yesterday, Mr. C. M. Palgrave, C.M.G., British Charge d'Affaires handed a Note to the Waichaiapu.

The Note recapitulated the British official reports of the Nanking incident, on August 1st, and reserved the right to claim compensation for the injury done to Mr. Clarke, a British subject.

REUTER'S AMERICAN SERVICE.
NINE POWER TREATY.

Washington, August 5th.

The Nine Power Treaty relating to China has been formally ratified by the representatives of the eight Powers and the United States.

The Chinese Minister has issued a statement extolling the treaties as triumphs of American diplomacy and the adoption of the Monroe doctrine in the Orient, ensuring a new era for China.

THROUGH REUTER'S AGENCY.

SHANGHAI CHILD LABOUR.

CONFUSION AT HOME IN
REGARD TO REGULATIONS.

London, August 5th.

In the House of Commons, replying to Mr. Johnston, Mr. McNeill pointed out that the regulations proposed by the Child Labour Commission had not yet voluntarily been adopted by any of the mills in the International Settlement at Shanghai, pending enforcement by law, but the Cotton Millowners Association, including all the British mills, had approved of the main provisions.

Mr. Johnston asked how the Foreign Secretary possessed such erroneous information as he did during a recent debate in China, and Mr. McNeill thought it arose from a confusion of accounts received here between the attitude of the millowners and their action of voluntarily adopting the rule.

JAPAN AND RUSSIA.

THE STATUS OF COMMERCIAL
COMMISSIONERS FROM MOSCOW.

Tokyo, August 6th.

Japan has notified Russia that the Soviet Commercial Commissioners will be admitted to Japan, but no diplomatic privileges will be accorded them.

The Tokyo Foreign Office states that Ambassador Tanaka is at present negotiating the matter with Moscow.

PEKING CONFERENCE.

FENGTIEN DELEGATES HAVE NOW
WITHDRAWN.

Peking, August 6th.

Tsun Cheng Yuan and the delegates from Manchuria, Shantung, Chihli and from other provinces under Fengtien influence have withdrawn to Tientsin.

It is alleged they have done so under instructions from Marshal Chang Tso Lin. The delegates remaining here are insufficient to form a quorum.

LATEST CABLES.

STEEL MAGNATES.
THREE BETHLEHEM CORPORATION
HEADS RESIGN.

Bethlehem, August 6th.

The Bethlehem Steel Corporation announces the resignations of the vice-presidents, Messrs. A. Johnston and H. S. Snyder, and of the purchasing manager, Mr. S. Snyder.

The *New York World* says that the resignations are due to an effort to effect economies in order to avoid the necessity of reducing the wages of 10,000 men.

SINGAPORE BASE.

INFLUENCE ON AFFAIRS IN CHINA.

In a paper on "Singapore and Naval Strategy" read at the Royal Colonial Institute recently, Dr. Vaughan Cornish said we had no dry docks in Eastern waters capable of taking capital ships of the bulged type.

The possession of a naval base at Malta had lent weight to the Government in Balkan affairs, and the Singapore base would ensure that our voice would be heard in the settlement of affairs of China.

Capt. Sir Arthur Young, who presided, referred to the lecturer's work in lecturing to naval officers in the Grand Fleet during the war, and said that naval geography and the Singapore base were of vital importance to British subjects no matter what the portion of the world in which they might reside.

Dr. Vaughan Cornish illustrated his paper by a new strategic map, dividing the world in such a way as to show more clearly the strategic lines of steaming and areas of naval influence of the maritime nations. This re-orientation was necessary to a proper study of the strategic considerations governing the decision to establish a fully-equipped naval maintenance base at Singapore, which was now under the Washington Treaty, the nearest harbour available for the maintenance of a fleet west of the Treaty meridian of 110 deg. east, now known as "the Washington line."

NEW MALTA.

The lecturer detailed the provisions of the Treaty in regard to the non-fortification of places in the Far East, and declared erroneous the view of Rear-Admiral A. P. Niblack, U.S.N., that there was nothing in the Washington Treaty to prevent the British developing navally the Kowloon peninsula now that they could not further develop Hongkong. If they kept the Washington line in the centre of the map and viewed that hemisphere as the more truly Eastern which extended between the meridians 20 deg. east and 160 deg. west, they would see that kept Cairo and Constantinople in Asia and also the eastern portion of Russia. Within 400 nautical miles of the centre of the hemisphere stood Singapore, the "new Malta of the British Navy." Its position was focal as well as central, for it was the meeting of maritime ways from north-west, north-east, and south-east, as well as a haven on the airways.

Malta, the nearest first-class station of the British Navy, lay outside the hemisphere, and Pearl Harbour in Hawaii, the naval outpost of the United States away on the right, was also hidden by the shoulder of the world. Australia and New Zealand appeared in isolation, as White Men's lands, and above them in the moonish region of Asia and the neighbouring East Indian Islands half of mankind was concentrated.

OUR INTEREST IN CHINA.

The island of Singapore could be compared to the Isle of Wight, with the commercial airport in the position of Ventnor and the new naval base in the position of Cowes. As the possession of a naval base at Malta had lent weight to the word of Great Britain in Balkan affairs, so would the naval base at Singapore help to ensure that their voice should be heard in the settlement of the affairs of China, and as a trading nation and Oriental Power the United Kingdom had great material interests involved in China.

STRATEGICAL GEOGRAPHY.

The view which took it that the development of Singapore as a naval base was provocative was usually supported by a line of argument which almost ignored the Indian Ocean and concentrated attention on the Pacific. That was, however, an unbalanced view of strategical geography, and the essential fact remained that, unless the communications of the Indian Ocean were secured, a united British Empire could only continue by the favour and sufferance of foreign Powers.

DOUBLE MURDER AT SEA.

CHINESE FIREMAN KILLS TWO MEN

While a Blue Funnel steamer *Euripides* was at sea on the night of July 25th on a voyage from Sumatra ports to Batavia, a Chinese fireman suddenly ran amok with a dagger and a razor, and killed two other members of the engine-room crew.

The cause of the tragedy is believed to be the fact that there had been friction between the accused, who is a Cantonese, and the other members of the engine-room crew, who are of a different clan. The accused gave himself up to the chief officer immediately after the occurrence, and was put under arrest.

A wireless message was sent to Singapore, and when the *Euripides* arrived there next day Mr. Alexander, A.S.P., of the Marine police, went out and took the accused man into custody.

THE STRIKE.

MANY LOCAL FIRMS STILL
SHORT-HANDED.

There has been little change in the strike situation locally during the past few days. Shipping is slightly improved, but the resumption of river traffic cannot take place until those in authority in Canton lift the boycott.

Local services all seem to be running fairly well, although many firms are still short-handed. Owing to the large quantities of cargo being constantly brought in by vessels from Europe and America, all the godowns are practically full and Hongkong has become a storage centre.

There seems to be a growing feeling against Bolshevik rule and it is stated that the Cantonese are now asking military leaders of other provinces to come to their aid with a view to driving the Bolsheviks from Canton. General Lai Tsun Wan has agreed to accede to the request that he help in organising the anti-Communist movement and he left Hongkong yesterday aboard the French Mail steamer *Tonkin* for Haiphong, his intention being to visit the Military Governors of Yunnan, Hunan and Szechuan in order to conclude an alliance for the purpose of ousting the "Reds" from Canton.

He will first consult with General Tang Chi-yao, the Tsuchun of Yunnan. Accompanying him are Mr. Lin Yick, M.P., and Mr. Chan Tai-lung, M.P., both of whom are Kwangsi men, and Mr. Wong Nam-wai, his secretary.

REPORTER AND SHOPKEEPER.

A remanded case in which Tam Fat, a shopkeeper is charged with having intimidated Lam Man Cho, a Chinese reporter of the *Chun Wan Pao*, came up at the Kowloon Magistrate's court yesterday.

Mr. Leask appeared for the defence and Mr. Somerset Fitzroy was Counsel for the prosecution. Lam Man Cho, in evidence stated that he had received some news concerning a night-school dispute from a clerk in the office of the Secretary for Chinese Affairs, and published it in his Chinese newspaper. Defendant took umbrage at the report and threatened that if witness did not apologise, or correct the report he would see that harm came to him. This happened on two occasions.

The case was adjourned for a week, bail being allowed in \$100.

GENERAL NOTES.

The *Manila Times* of July 28th contains the following statement: "That shipping conditions in Hongkong are now improving is indicated by the announcement to-day by the Dollar Steamship and Admiral Oriental Lines that the steamers *President Taft* and *President Madison* will accept cargo and passengers for that port. The two liners, however, will take passengers only for Shanghai, not accepting cargo, to that port for the present owing to the congestion still reported."

CHAMBERS OF COMMERCE.

REPRESENTATIVES HOLD MEETING.

The meeting between the Chinese merchants and the Hongkong General Chamber of Commerce took place yesterday afternoon. The proceedings, which lasted for a considerable time, were conducted in private.

It is understood that there was a general discussion at which various points connected with the financial problems of the Colony were raised. The main object of the meeting was to consider the existing tightness of the money market and generally to find ways and means of encompassing the trade slump brought about by the present boycott. Other questions raised at the meeting were referred to in yesterday's *Daily Press*.

The Chinese representatives in addition to the Hon. Mr. Chow Shou Son and the Hon. Mr. R. H. Kotewall were Messrs. Li Yan Chuen, J. M. Wong, Ho Kwong, Ho Lu, Mok Ching Kwong, Yan Yu Ting, and Li Kon Chun.

STRIKERS' ACTIVITIES AT

MACAO.

CHINESE BROKER FROM HONGKONG
FORCIBLY DETAINED.

Strike pickets are still active in the neighbourhood of Macao and no effort is spared to prevent people from journeying to Hongkong.

A Chinese correspondent writes that a well-known Chinese piece goods broker—Mr. Yeung In Tsing, who is associated with Messrs. Gilman & Co. of Hongkong, paid a visit to his native village of Pak Shan, near Macao on the 3rd inst., and fell into the hands of members of the "Labour Army." Mr. Yeung went to see his parents and intended to return to Hongkong the following day, but on his way back he was captured by a picket with his headquarters at Tsin Shan. Mr. Yeung was locked in a temple for the night and was only released upon strong representations being made by members of his family and upon one of his relatives guaranteeing that Mr. Yeung would make no further effort to come to this Colony.



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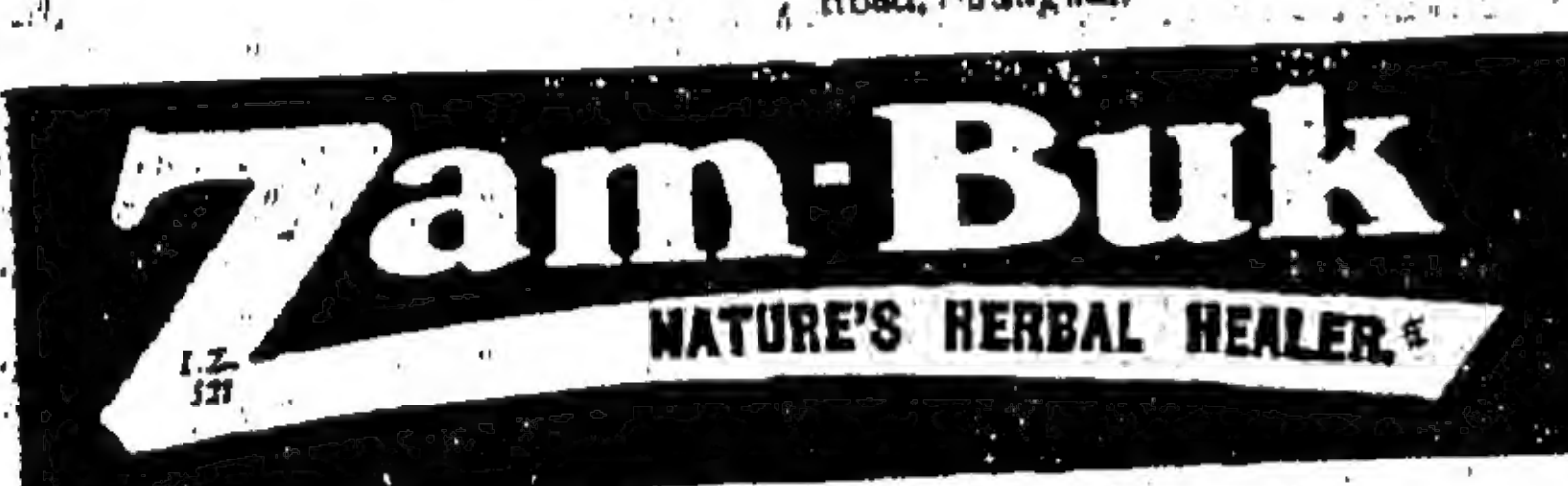
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CURES WHEN OPERATION FAILS

Mr. W. A. Coe, of Ipsworth, Suffolk, England, writes: "During the thirteen years I was in the British Navy I suffered terrible torture through piles. They were at their worst the three years I was on the China and India stations and the surgeon had to operate. The result wasn't a success and, when discharged from the Navy I was still suffering. Then I heard about the great healing power of Zam-Buk and sent for a box. I derived such instant relief from Zam-Buk that I needed no persuasion to continue the treatment. Gradually the inflammation and shooting pains became less troublesome and the burning irritation passed away altogether. Now, thanks to Zam-Buk, the piles have been completely banished."

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LIVER & KIDNEYS

FIRM MEASURES.

WHY AN AGITATORS' COMMITTEE WAS DISSOLVED.

The Asiatic News Service Shanghai correspondent reported on July 29th, that in connection with the dissolution of the joint committee of students, merchants and workers, General Hsin Shih Lien, Garrison Commander of Shanghai, declared to Chinese Press correspondents that without any authority, the joint committee recently issued a manifesto severely attacking a certain Northern military leader for his alleged co-operation with the foreign imperialists to oppress the Chinese people and that the joint committee was established without registration at the military Headquarters.

Hence, the future attitude of the headquarters must be guided by instructions from Marshal Chang Tso Lin at Mukden. (Continued on next column).

CINEMA NOTES.

QUEEN'S THEATRE.

Nearly forty miles of film were used to produce "The Hotentot," which started at the Queen's Theatre yesterday. Most of the two hundred thousand celluloid feet consumed in the picture was used to take the steepclimb which forms the climax of the story.

The race, which is one of the most exciting ever screened, was so difficult to take, owing to its rapidity of movement, that a whole battery of cameras was used to get the action from a series of different angles. As a result some wonderful pictures have been secured. In addition to "The Hotentot," there is a funny Felix the Cat Cartoon.

Regarding the foreign employees association at Shanghai, it will be permanently closed on the ground that it had actually used force to compel strike amongst foreign employees, added Gen. Hsin.

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7 a.m. to 9 a.m. 2 p.m. to 4 p.m. 10.30 a.m. to 12.30 p.m.

SATURDAYS:—
7 a.m. to 9 a.m. 10.30 a.m. to 12.30 p.m.

SUNDAYS:—
7 a.m. to 9 a.m.

DAIRY DEPARTMENT:—
7 a.m. to 9 a.m. 2 p.m. to 4 p.m. 10.30 a.m. to 12.30 p.m.

SATURDAYS:—
7 a.m. to 9 a.m. 10.30 a.m. to 12.30 p.m.

SUNDAYS:—
7 a.m. to 9 a.m. 2 p.m. to 4 p.m.

SUNDAYS:—
7 a.m. to 9 a.m. 2 p.m. to 4 p.m.

PEAK BRANCH

SATURDAYS:—
8 a.m. to 12 noon 2 p.m. to 4 p.m.

SUNDAYS:—
8 a.m. to 10 a.m.

KOWLOON BRANCH

BUTCHERY DEPARTMENT:—
7 a.m. to 9 a.m. 2 p.m. to 4 p.m. 10.30 a.m. to 12.30 p.m.

SATURDAYS:—
7 a.m. to 9 a.m. 10.30 a.m. to 12.30 p.m.

SUNDAYS:—
7 a.m. to 9 a.m.

DAIRY DEPARTMENT:—
7 a.m. to 9 a.m. 2 p.m. to 4 p.m. 10.30 a.m. to 12.30 p.m.

SATURDAYS:—
7 a.m. to 9 a.m. 10.30 a.m. to 12.30 p.m.

SUNDAYS:—
7 a.m. to 9 a.m. 2 p.m. to 4 p.m.

SUNDAYS:—
7 a.m. to 9 a.m. 2 p.m. to 4 p.m.

QUARRY BAY BRANCH

BUTCHERY DEPARTMENT:—
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SATURDAYS:—
7 a.m. to 9 a.m. 10.30 a.m. to 12.30 p.m.

SUNDAYS:—
7 a.m. to 9 a.m.

DAIRY DEPARTMENT:—
7 a.m. to 9 a.m. 2 p.m. to 4 p.m. 10.30 a.m. to 12.30 p.m.

SATURDAYS:—
7 a.m. to 9 a.m. 10.30 a.m. to 12.30 p.m.

SUNDAYS:—
7 a.m. to 9 a.m. 2 p.m. to 4 p.m.

SUNDAYS:—
7 a.m. to 9 a.m. 2 p.m. to 4 p.m.

ICE DEPOT (Week Days)

6 a.m. to 8.30 a.m. 10 a.m. to 12.30 p.m.

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10450 A JOY RIDE
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10994 SHOW ME THE WAY TO GO HOME Jack Charnan & Billy Chapman
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I WISH IT WAS ME CHIT Edwards
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S.S. "EGREMONT CASTLE"
DRAMATIC STORY OF HER LAST MOMENTS.
VETERAN CAPTAIN'S GRIEF.

Fuller details are now available with regard to the ill-fated vessel *Egremont Castle* (Dodwell Castle Line) for which the local agents are Messrs. Dodwell & Co.

Reports received in Manila by the Customs authorities and information obtained from the crew of the *Egremont Castle* who came in on the cutter *Corregidor* on the morning of July 28th, indicate that the ill-fated steamer went to the bottom early on the night of July 28th, probably at about 8 o'clock. The *Corregidor* left the scene of the stranding, Tabataba Reefs, Sulu Sea, on that afternoon, and the *Egremont Castle* was still on the reef then. However, when the steamer *Pompey* arrived there on the same night, only a few hours after the *Corregidor's* departure, the *Pompey's* officers found no trace of the vessel there.

STORY OF THE RESCUE.

On July 28th Captain Olympia, of the *Corregidor* told the story of the saving of the crew of the *Egremont Castle* as follows:—

"I received word of the disaster on the morning of Monday, July 28th, from the collector of customs at Zamboanga, where I was at the time. I was ordered to pull out at once and go to the aid of the stranded vessel. The *Corregidor* arrived alongside the *Egremont Castle* next morning at about 7 o'clock and as the weather was good, I threw a line to the stranded ship and made fast to her stern, which we were able to do as we drew much less water than the larger ship. We did all we could to get the vessel off the reef but were unsuccessful, so we stood by until more aid arrived.

"I spoke to Captain F. J. Cann, of the *Egremont Castle*, and he said that the light on Black Rock was not burning. The night of the disaster there had been a very heavy rain. Captain Cann told me, so heavy that he could not see his hand held at arm's length from his body. As the *Corregidor* is a light tender, I investigated the cause, the weather being good, and found that the light which is of the automatic flashing type, had gone out of commission. I looked up the records and found that the light had last been inspected and overhauled on April 24th, 1925, and that there had been acetylene enough to last until September at least. The failure of the light to work was due to the pilot light's being out of commission.

"I returned to my boat and stood by until Sunday afternoon (July 28th). During the whole week from Monday when I went to the distressed vessel, up to Thursday, the weather was excellent. On Thursday afternoon the weather was a bit bad and I was forced to pull away from the *Egremont Castle*.

SKIPPER STANDS BY HIS SHIP.

The crew remained aboard until Friday night, when the weather became so bad that I thought the ship would be pounded to pieces on the reef. The Captain of the stranded vessel called to me through a megaphone asked me to come alongside and take the crew off. I tried to do as he asked but was unable, so I sent a launch and was lucky to get the crew off without accident. Capt. Cann refused to abandon ship and stayed aboard until early Saturday morning when the weather became so bad that I asked him to come aboard the *Corregidor*.

"I then sent the launch to get him and he was brought to the *Corregidor* without mishap. As soon as he came aboard he lay down, almost prostrated with grief at having to desert his vessel. He has been a master for 25 years, and this was his first accident.

"Before we pulled away for Manila, Captain Cann insisted on going aboard his ship once more to see if there was any chance of saving her. But he saw the folly of remaining on the vessel and returned to the *Corregidor*. As we steamed away, the Captain of the doomed vessel almost had to be held on the ship, he wanted so much to stay and see the fate of his vessel. When we left, she was still hanging on the reef but we knew that she would go down any minute."

LIGHT THAT FAILED.

When asked further as to the cause of the light on Black Rock going out, the Bureau of Commerce and Industry said that the light is under class "U" (unwatched). In the lighthouse registry book there is a statement under this variety as follows:—

"No-keeper. Most lights of this class are automatic acetylene burning. Tabataba light is of this variety, acetylene burning, flashing every ten seconds. Lights of this class cannot be relied upon. May become extinguished or apparatus may get out of order and some time may elapse before they can be reached to repair or relight."

The *S.S. Egremont Castle* was a ship of the Dodwell-Castle Line of London of 8,500 gross tons, dead weight. She had cargo amounting to 3,700 tons, of which 3,600 tons was sugar loaded at San Carlos, Negros, and 200 tons of tea from Keelung.

The crew of the vessel numbered 48 men, 12 of whom are Europeans and 36 Chinese. Not a single person was lost or injured.

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BOILER MAKERS,
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OXY-ACETYLENE AND
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.**

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Electric Crane at Sea Wall, Capable of
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BUTTERFIELD & SWIRE, AGENTS.
HONGKONG, CHINA & JAPAN.

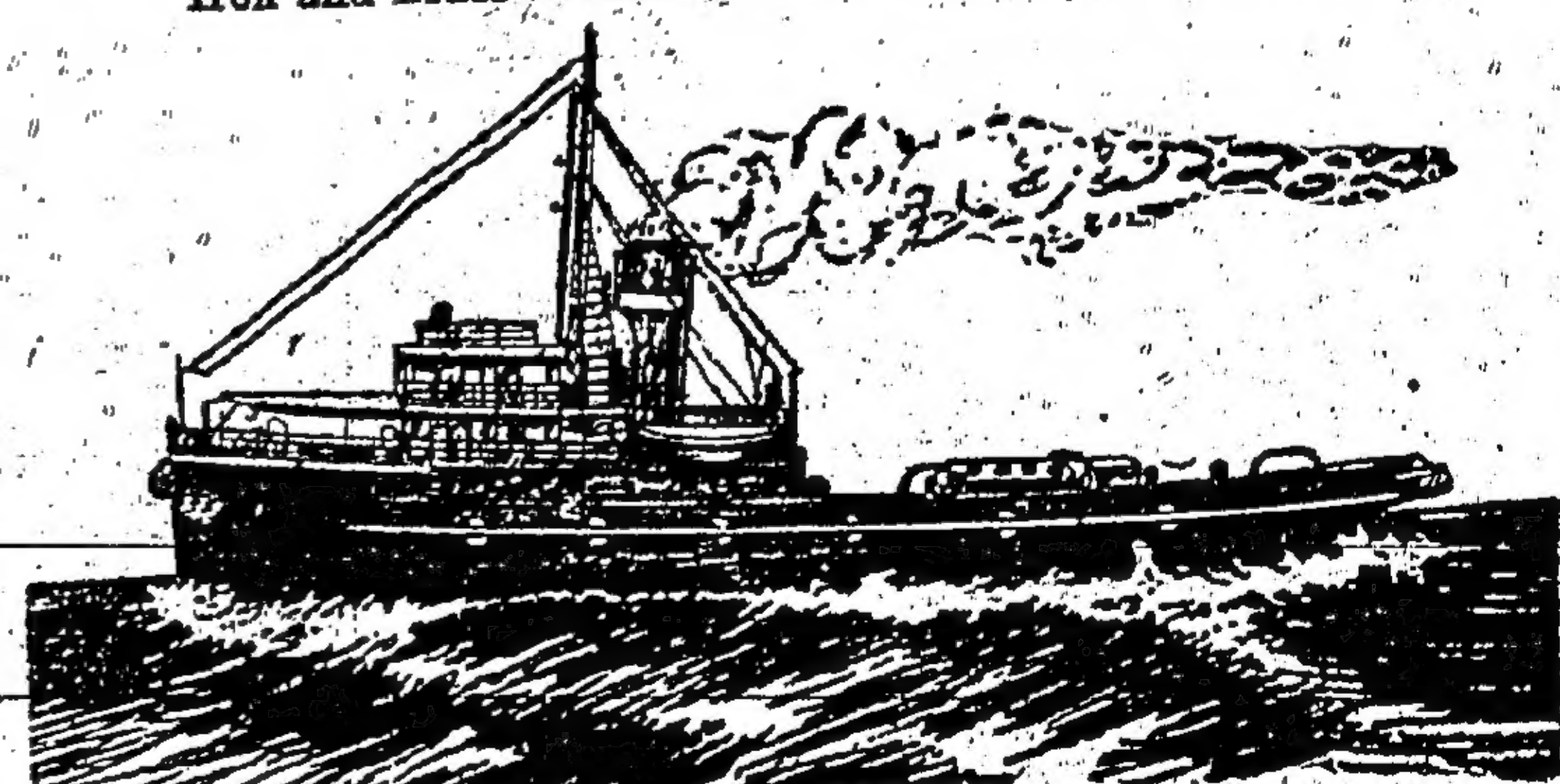
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG.

SHIPPING NEWS

ARRIVALS.

August 6th.
West Ivan, American str., 3,446 tons, Capt. C. H. Winnet, from Manila, with a general cargo, lying at buoy No. A25—Struthers & Barry.
 August 6th.
Eagle, Chinese str., 865 tons, Capt. H. Maki, from Shanghai, with a general cargo, lying at buoy No. C41—Yue Tai Hong.
Kwangshih, Chinese str., 1,336 tons, Capt. W. Philip, from Shanghai, with a general cargo, lying at Stonecutters—C.M.S.N. Co.
Phoenicia, British str., 1,122 tons, Capt. H. C. Kiddle, from Swatow, lying at buoy No. C41—Cheong Yue S.S. Co.
President Wilson, American str., 8,319 tons, Capt. Henry Nelson, from San Francisco, lying at Kowloon wharf—Dollar S.S. Line.
Taiwan, British str., 7,633 tons, Capt. A. Munro, from Amoy, with a general cargo, lying at buoy No. A5—MacKinnon, Mackenzie & Co.

CLEARANCES.

August 6th.
Empress of Australia, for Shanghai.
Eagle, for Canton.
Hua Ming, for Canton.
Kwangshih, for Canton.
Phoenicia, for Hoihow.
Shan, for Tientsin.
Taiwan, for Hoihow.
Banking, for Kwang Chow Wan.
Tungteh, for Ningpo.
Van Overstraten, for Singapore.

SHIPPING NOTES.

A vessel entered yesterday as clearing this port was the *s.s. Confucius* for Kowloon.

Also arriving yesterday morning was the *s.s. President Wilson*, which brought mails from the U.S.A., Canada, Japan and Shanghai. She sails to-day at three o'clock for Manila.

The total number of vessels in the harbour at 9 a.m. yesterday morning were 85, of which 48 were British, this figure comparing with a total of 91 vessels (53 British) for the previous twenty-four hours.

The R.M.S. *Empress of Australia* will sail to-day for Vancouver and will carry mails for Shanghai, Canada, U.S.A., C. and S. America, and Europe via Vancouver August 20th, and Europe via Siberia.

The master of the steamer *West Ivan* has reported to the director of Coast Surveys, Straits, that lights on the Bulacan Island and Taiton Island, situated on the East Coast of Luzon were not burning on July 29th.

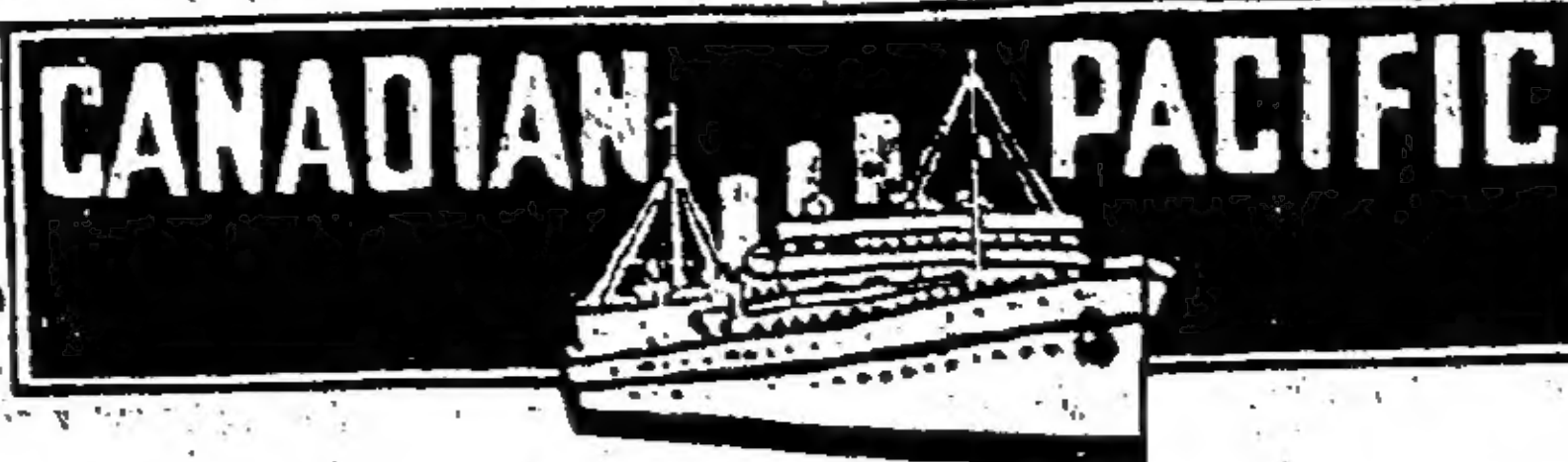
Vessels departing were the *s.s. Slave Prince* for Manila; the *s.s. Glenogle* for Shanghai; the *s.s. Soudan* for Singapore; the *s.s. Teli* for Ningpo; the *s.s. Kinsara* for Amoy; the *s.s. Penang Maru* for Batavia; the *s.s. St. Albans* for Manila; the *s.s. Kwangtung* for Hoihow; the *s.s. Kumpu* for Hoihow; the *s.s. Jagers* for Saigon and the *s.s. Kwang Lee* for Shanghai.

The P. & O. *s.s. Kashgar* is due in first thing this morning from Shanghai, when she will bring the Home mail via Siberia (London, July 17th). This afternoon the *s.s. Khyber* will also arrive with mails from Home and Europe via Suez (letters and paper, London, July 9th and parcels July 2nd). The *Kashgar* will sail on Saturday and will take mail for the Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles (due Marseilles September 6th). The *Khyber* will also depart on the same day for Shanghai and Japan with mails.

For the 24 hours ended at 9 a.m. yesterday, there were five arrivals and eleven departures. Of the arrivals, two were French, two Dutch and one American. The arrivals for the period under review were the *s.s. Jagers* from Yokohama and Shanghai; the *s.s. Tonkin* from Haiphong; the *s.s. West Ivan* from Hoihow and Manila; the *s.s. Tjitaroen* from Kyushu; and the *s.s. Van Overstraten* from Amoy. Mails arrived by all these vessels and the *s.s. Jagers* also entered dangerous goods for Saigon. The *s.s. Tjitaroen* also entered as dangerous goods 200 cases of alcohol.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Nagasaki at 5.30 a.m. on August 6th, left on the same day at 2 p.m., and is due at Shanghai at 6 p.m. to-day. She will leave Shanghai at 11 a.m. to-morrow.



HOME VIA CANADA

Future Sailings to VANCOUVER via Shanghai and

Japan Ports and Atlantic Connections.

| Leave | Arrive | Leave | Due |
|-------------------|-----------|------------------|-------------|
| Hongkong | Vancouver | Quebec | Southampton |
| Empress Australia | Aug. 7 | Empress Scotland | Sept. 2 |
| Empress Asia | Aug. 20 | Empress France | Sept. 19 |
| Empress Canada | Sept. 4 | Empress Scotland | Sept. 30 |
| Empress Russia | Sept. 17 | Empress France | Oct. 14 |

Choice of accommodation on these ATLANTIC steamers actually held for sale in offices at ports of call in the Orient.

FOUR TRANS-CONTINENTAL TRAINS DAILY FROM VANCOUVER STOP-OVER ALLOWED AT ALL PORTS. Standard Sleeping Cars—Compartments—Drawing-Room—Dining Cars.

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HONGKONG—MANILA—HONGKONG SERVICE

| Leave | Arrive | Leave | Arrive |
|----------|---------|---------------|----------|
| Hongkong | Manila | Manila | Hongkong |
| Aug. 12 | Aug. 14 | EMPRSS ASIA | Aug. 15 |
| Aug. 26 | Aug. 28 | EMPRSS CANADA | Aug. 29 |

Steamers arrive MANILA early morning and sail in evening of following day.

CANADIAN PACIFIC SERVICE THROUGHOUT

Passenger Department: Tel. C. 752. Freight and Express: Tel. C. 42. Cables: GACANPAC. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports. Through Bills of Lading issued to all Overland common points in U.S.A. and Canada. Through passage rates to Europe via America: G240, G240, G240.

KAGA MARU ... Thursday, 27th Aug. 11 a.m.
 MARSEILLES, LONDON & ANTWERP via Singapore & Ports.
 KATORI MARU ... Saturday, 15th Aug. at 11 a.m.
 ATSUBA MARU ... Saturday, 29th Aug. at 11 a.m.
 HAMBURG via LONDON & ROTTERDAM.
 LIVERPOOL via ADEN & MARSEILLES.
 TOYOHASHI MARU ... Sunday, 16th Aug.
 SYDNEY & MELBOURNE via Manila & Ports.
 MISEIMA MARU ... Wednesday, 19th August
 TANGO MARU ... Wednesday, 23rd September

NEW YORK and/or BOSTON via PANAMA.
 MAYERASHI MARU ... Tuesday, 8th September
 BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay, & Algoa Bay.
 KAMAKURA MARU ... Monday, 31st Aug.
 BOMBAY via Singapore & Colombo.
 TOKUSHIMA MARU ... Wednesday, 12th August
 CALOUTTA via Singapore & Rangoon.
 RANGOON MARU ... Tuesday, 18th Aug.
 NAGASAKI, KOBE & YOKOHAMA.
 TANGO MARU ... Thursday, 20th August
 SHANGHAI, KOBE & YOKOHAMA.
 HAKONE MARU ... Sunday, 19th August
 KOBE & YOKOHAMA.
 WAKASA MARU ... Sunday, 9th Aug.

For further information, apply to—NIPPON YUSEN KAISHA.
 Telephone: Central Nos. 292, 293 & 2423. B. KINOSHITA, Manager.

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|--|---------------------------------------|---|
| "ACCOMMODATION FOR 100 CABIN ULTIM AND 150 INTERMEDIATE CLASS PASSENGERS." | SHANGHAI AND JAPAN. | GENOA, ANTWERP, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID. |
| "FULDA" | 25th August | 22nd August, 1925 |
| "ERLICH" | 14th September | 14th October, " |
| "SÜDLIESSEN" | 10th October | 14th November, " |
| "THIER" | 7th November | 12th December, " |
| "SAARBRUECKEN" | 5th December | 12th January, 1926 |
| "COBLENZ" | 2nd January | 7th March, " |
| "FULDA" | 30th January | 4th April, " |
| "DEFFLINGER" | 27th February | 1st May, " |
| "THIER" | 24th April | 29th May, " |
| "SAARBRUECKEN" | | |

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Telephone C. 4557. 2, Queen's Building, Chater Road.

Agents, HONGKONG.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

| | | |
|------------------------|----------------|--------------------------------|
| TIENTSIN DIRECT ... | "CHIPSING" ... | Friday, 7th Aug. at Noon. |
| TIENTSIN DIRECT ... | "KUNSHING" ... | Wednesday, 13th Aug. at Noon. |
| STRAITS & CALCUTTA ... | "KUNSHING" ... | Thursday, 13th Aug. at 3 p.m. |
| YOKOHAMA via KOBE ... | "KUNSHING" ... | Friday, 14th Aug. at 7 a.m. |
| YOKOHAMA via KOBE ... | "HOSANG" ... | Wednesday, 26th Aug. at Noon. |
| STRAITS & CALCUTTA ... | "NAMSANG" ... | Wednesday, 26th Aug. at 3 p.m. |

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

| | |
|----------------------------------|------------------------------|
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| SHANGHAI—HONGKONG LINE ... | EVERY THREE DAYS |
| HONGKONG—MANILA LINE ... | EVERY SATURDAY FROM BOX PAKE |
| HONGKONG—HAIPHONG LINE ... | EVERY SATURDAY FROM BOX PAKE |
| HONGKONG—BORNEO LINE ... | EVERY FORTNIGHT |
| HONGKONG—TIENTSIN LINE ... | EVERY FORTNIGHT |
| HONGKONG—BANGKOK LINE ... | EVERY WEEK |

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OUTWARDS.

HOMWARDS.

| Vessel. | Due Hongkong | Vessel. | Leaves Hongkong | Discharges |
|------------------|--------------|---------|-----------------|------------|
| "GLENAMOEY" ... | 23rd Aug. | | | |
| "GLENABERRY" ... | 2nd Sept. | | | |
| "GLENSHANE" ... | 23rd Sept. | | | |

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

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(22 days to San Francisco, 22 days to Los Angeles).

| | |
|---------------------------|-----------------------------|
| U.S.S. "WEST IVAN" ... | Due Hongkong 6th Aug. |
| U.S.S. "WEST FARALON" ... | Leave Hongkong 7th Aug. |
| U.S.S. "WEST JESTER" ... | Due Hongkong 17th August. |
| U.S.S. "WEST SEQUANA" ... | Leave Hongkong 18th August. |

TO MANILA, CEBU AND ZAMBOANGA.

| | |
|---------------------------|-----------------------------|
| U.S.S. "WEST JESTER" ... | Due Hongkong 30th August. |
| U.S.S. "WEST SEQUANA" ... | Leave Hongkong 31st August. |

TO SINGAPORE, ZAMBOANGA AND CEBU.

| | |
|---------------------------|----------------------------|
| U.S.S. "WEST SEQUANA" ... | Due Hongkong 4th August. |
| U.S.S. "WEST SEQUANA" ... | Leave Hongkong 6th August. |

For Full Information, Apply to—

STRUTHERS AND BARRY.

L. EVERETT, Inc. General Agent, Japan, China, Philippine Islands, Indo-China, Straits Settlement. 1st Floor, Queen's Building, J. ORAM SHEPPARD, Res. Agent, Phone: Central 2003.

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S.S. "DRYDEN" ... sails August 20th.

HAVANA, PHILADELPHIA, BALTIMORE, NEW YORK, BOSTON via PANAMA CANAL. Calling at PANAMA and GULF PORTS if inducements offer.

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JAVA-CHINA-JAPAN LIJN.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

| STEAMERS | FROM | EXPECTED ON OR ABOUT | WILL LEAVE ON OR ABOUT | FOR |
|------------|--------------|----------------------|------------------------|-----------------------|
| TJITAROEM | JAPAN | In port | 8th August | BATAVIA |
| TJIKEMBANG | BATAVIA | 9th August | 13th " | SHANGHAI |
| TJISALAK | S'HAL & AMOY | 12th " | 15th " | " |
| TJIBODAS | DALAT & AMOY | 21st " | 22nd " | MACASSAR & JATA PORTS |
| TJIKEMBANG | SHANGHAI | 25th " | 27th " | BATAVIA |

Wireless Telegraphy. The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN.

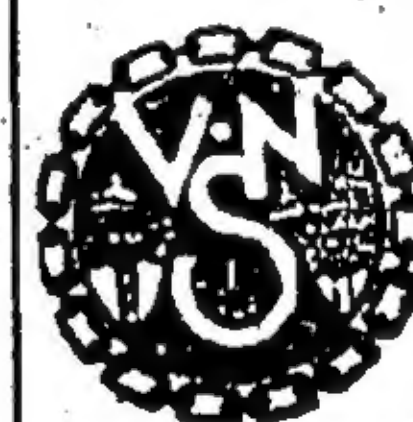
THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M/S. "TONGKING" will be loading for ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS. On or about 15th September, 1925.

| Further Sailings | Expected on or about | Will leave homeward-bound on or about |
|----------------------|----------------------|---------------------------------------|
| M/S. "Tongking" ... | 21st July | — |
| M/S. "Australia" ... | 10th August | — |
| M/S. "Asia" ... | 12th September | — |
| M/S. "Java" ... | 18th October | — |
| M/S. "Afrika" ... | 15th November | — |
| M/S. "Malaya" ... | 10th December | — |

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and Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports

SAILINGS FOR EUROPE:

| | |
|-------------------|----------------------|
| M. "OLDEKERK" ... | 11th Aug. 1925 |
| M. "GEMMA" ... | Beginning of Sept. " |
| M. "ZOSMA" ... | " Oct. " |

ARRIVALS FROM EUROPE:

| | |
|------------------|-----------------|
| M. "ZOSMA" ... | 22nd Aug., 1925 |
| M. "OOSTERK" ... | 20th Sept. " |

All Steamers have a Limited Accommodation for Passengers.

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HAMBURG AMERIKA LINIE.

COMBINED FREIGHT AND PASSENGER SERVICE.

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S.S. FURST BUELOW ... due from Europe ... or about 10th Aug.

NEXT SAILINGS FOR EUROPE:

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M.V. ERMLAND ... on or about 18th Aug.

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 Canton—Olanoff & Co.
 Macao—A. A. DE MELO.
 Swatow—BOREX BROS.
 Amoy—C. MARTENS.
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S.S. "MERTON HALL" ... via Suez Canal ... 19th August
S.S. "MALVERNIAN" ... " ... 19th September

BOSTON NEW YORK & NEW ORLEANS
AMERICAN & ORIENTAL LINE

S.S. "ELMBANK" ... via Suez Canal ... 1st September

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF MADRID" ... 9th August
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Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Cape Town.
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Sailings from Hongkong:

S.S. "MERTON HALL" ... via Suez Canal ... 19th August
S.S. "LAOMEDON" ... " ... 25th August
S.S. "PELUS" ... " ... 7th Sept.
S.S. "MALVERNIAN" ... " ... 19th Sept.

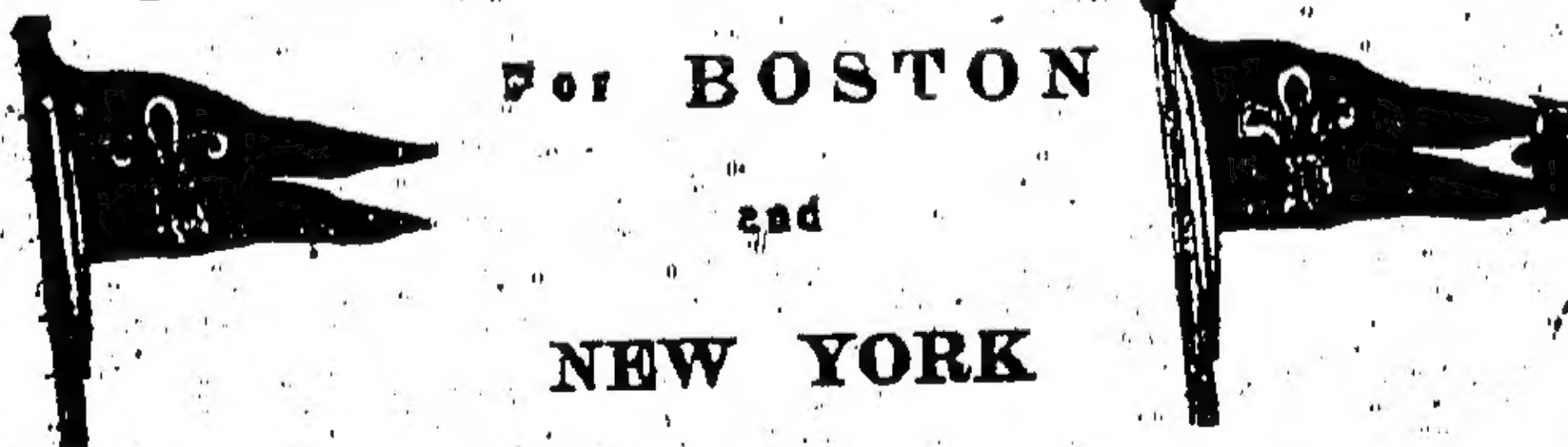
Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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Regular Sailings to Boston and/or New York by fast freight steamers.



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VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdowns and Chronic Weakness,
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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| S.S. | Tons | From Hongkong (about) | Destination |
|--------------|--------|-----------------------|--|
| "KASHGAR" | 9,008 | 8th Aug. Noon | Marseilles, Cassablanca, London |
| "ALIPORE" | 6,373 | 14th Aug. | Singapore, Penang, Colombo & B'way. |
| "SIOLIA" | 6,312 | 18th Aug. | Singapore, Penang, Colombo & B'way. |
| "MACEDONIA" | 11,088 | 22nd Aug. | Marseilles & London |
| "KIDDERPOUR" | 6,334 | 28th Aug. | Marseilles, Cassablanca, London |
| "JEYPORE" | 6,318 | 2nd Sept. | Singapore, Penang, Colombo & B'way. |
| "NAHKUNDA" | 10,437 | 5th Sept. | Marseilles & London |
| "KRYBER" | 6,114 | 19th Sept. | Fort Souain, Marseilles, London & Antwerp bay. |
| "KARMALA" | 6,138 | 3rd Oct. | Marseilles, London & A'werp. |
| "SOUDAN" | 6,696 | 15th Oct. | Singapore, Penang, Colombo & B'way. |
| "MALWA" | 10,941 | 17th Oct. | Marseilles & London |
| "SIOLIA" | 6,312 | 29th Oct. | Singapore, Penang, Colombo & B'way. |
| "KRYVA" | 6,138 | 31st Oct. | Marseilles, London & Antwerp. |
| "MANTUA" | 10,903 | 14th Nov. | Marseilles & London |
| "KALYAN" | 9,144 | 28th Nov. | Marseilles, London & Antwerp. |
| "KASHMIR" | 6,335 | 10th Dec. | Singapore, Penang, Colombo & B'way. |
| "MOIRA" | 10,411 | 18th Dec. | Marseilles & London |
| "KASHGAR" | 9,008 | 28th Dec. | Mars, London & Antwerp. |

BRITISH INDIA-APOAR SAILINGS

| | | | |
|-----------|--------|---------------|-------------------------------|
| "TAIRRA" | 7,923 | 8th Aug. Noon | Singapore, Penang & Calcutta. |
| "TAKLIWA" | 7,923 | 16th Aug. | do. |
| "TALMA" | 10,000 | 3rd Sept. | do. |

EASTERN AND AUSTRALIAN SAILINGS (South)

| | | | |
|--------------|-------|-----------|-------------------------------|
| "TANDA" | 6,958 | 2nd Sept. | (Manila, Sandakan, Thursday |
| "ARAFURA" | 6,000 | 7th Oct. | Island, Townsville, Brisbane, |
| "ST. ALBANS" | 4,500 | 4th Nov. | Sydney & Melbourne. |
| "TANDA" | 6,958 | 2nd Dec. | |
| "ARAFURA" | 6,000 | 8th Jan. | |
| "ST. ALBANS" | 4,500 | 3rd Feb. | |

The E. & A. S.S. Co., Ltd. steamers will also call at Singapore, Kuala Lumpur, Cebu, Colombo, Galle, Tawau, Timor, Darwin, or other ports en route as indicated on offers.
Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal, (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

| | | | |
|--------------|--------|---------------|------------------------|
| "KRYBER" | 6,114 | 8th Aug. Noon | Shanghai, Moji & Kobe. |
| "TANDA" | 6,958 | 11th Aug. | Moji, Kobe & Yokohama |
| "KARMALA" | 6,138 | 31st Aug. | Shanghai. |
| "ARAFURA" | 6,000 | 4th Sept. | Shanghai, Moji & Kobe. |
| "MALWA" | 10,941 | 12th Sept. | Moji, Kobe & Yokohama. |
| "SOUDAN" | 6,696 | 18th Sept. | Shanghai & Kobe |
| "KRYVA" | 6,138 | 18th Sept. | Shanghai, Moji & Kobe. |
| "SIOLIA" | 6,312 | 2nd Oct. | do. |
| "ST. ALBANS" | 4,500 | 2nd Oct. | Shanghai & Kobe. |
| "MANTUA" | 10,903 | 10th Oct. | Moji, Kobe & Yokohama. |
| "KALYAN" | 9,144 | 17th Oct. | Shanghai, Moji & Kobe. |
| "MOIRA" | 10,411 | 1st Nov. | do. |
| "KASHMIR" | 6,335 | 7th Nov. | Moji, Kobe & Yokohama. |
| "KASHGAR" | 9,008 | 14th Nov. | Shanghai, Moji & Kobe. |
| "SOUDAN" | 6,696 | 14th Nov. | S'hai, Moji & Kobe |
| "MACEDONIA" | 11,088 | 28th Nov. | Shanghai & Kobe |
| "ARAFURA" | 6,000 | 12th Dec. | Shanghai, Moji & Kobe |
| "KRYBER" | 6,114 | 12th Dec. | Moji, Kobe & Yokohama. |
| "MALWA" | 10,941 | 26th Dec. | Shanghai Moji & Kobe |
| "DELTA" | 6,097 | 9th Jan. | Shanghai & Kobe |
| "ST. ALBANS" | 4,500 | 9th Jan. | Moji, Kobe & Yokohama |

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must delay their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cables are fitted with Electric Fans free of charge.

Parcels measuring not more than 34 in. x 1 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cantonment Road Central, HONGKONG.

Agents.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in State-rooms, Saloons and Excellent catering.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

Arrivals and Departures from the Company's Wharf (near Elsie Pier).
Round Trip Tickets will be issued from Hongkong to Fuchow (Fuchow and Amoy) and return by the same Steamer by the "HAINING", "HATHONG" and "HAIKING" at the reduced rate of \$20.00 including meals while in Steamer & in Port.

For Freight and Particulars apply to—

DOUGLAS LAPRAIR & CO.

Cantonment Road.

CHINA NAVIGATION CO., LIMITED.

TIENTSIN... "KASHING" ... On 12th Aug. 4 p.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

TELEPHONE CENTRAL 82.

Agents.

CARGO AND PASSENGER OAKS BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.

CONSIGNEES OF CARGO from New Zealand and Australian Ports are informed that all general Cargo for Hongkong by S.S. "TAIYUAN" has been Discharged at Marseilles and Transhipped there at the Risk of the Owners of the Goods to S.S. "KENDAL CASTLE" arrived Hongkong, 21st JULY, 1925.

BUTTERFIELD & SWIRE,

Agents.

Hongkong 21st July 1925

AUSTRALIAN-ORIENTAL LINE, LTD.

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR MANILA, BOSTON, NEW YORK.

S.S. "BOLTON CASTLE" ... Sails 30th July

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

266.

NEXT SAILINGS

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "LACONIA" (cargo only) ... Sails 7th Aug.

M.S. "ESQUILINO" (cargo only) ... Sails 10th Aug.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ... Sails 25th June

M.S. "ESQUILINO" ... Sails 31st Aug.

NATAL LINE OF STEAMERS

FROM CAIRO, COLOMBO TO SOUTH AFRICAN PORTS

S. "UMSINGA" ... sails 1st September

S.P. "UMZUMBI" ... Sails 1st October

Regular Passenger and Cargo Service to South African Ports

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1024.

Agents.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUALS

| Mail Steamers | Next Sailings from Marseilles | Pro. Arr. at Hongkong and Sailings for Japan | Probable Sailings from Hongkong for Marseilles |
|---------------|-------------------------------|--|--|
| | 1925 | 1925 | 1925 |
| PAUL LECAT | 12th July | 18th Aug. | 1st Sept. |
| AMBOISE | 31st July | 1st Sept. | 15th Sept. |
| CHANTILLY | 14th Aug. | 13th Sept. | 29th Sept. |
| PORTHOE | 29th Aug. | 29th Sept. | 13th Oct. |
| ANGKOR | 11th Sept. | 13th Oct. | 10th Nov. |

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance)

A CLASS (1st Class) ... 25.00 on Oct. 1st

B CLASS (1st Class) ... 25.00 on Oct. 1st

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

Sailing for HAVRE ANTWERP

S.S. "MIN" from DUNKERQUE LONDON & HAVRE & c.

Sails about 20th August.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone Central 740

3, Quai de Commerce

CHONGKING TRANSPORT REPRESENTATION.

